

To-day's
Advertisements.

HONGKONG RIFLE ASSOCIATION.
PEARSON CUP & SPOONS.
TO-MORROW (SATURDAY), the 25th
Instant, at 2.45 P.M.
Rangefinder, 200, 500 and 600 yards.
The 200 yards Range will close at 3.15 P.M.
MOWBRAY S. NORTHCOTE,
Hon. Sec.
Hongkong, 24th November, 1899. [1463]

Patriotic Fund.

THE GOVERNOR invites the BRITISH
SUBJECTS in HONGKONG to MEET
him in the CITY HALL, at 12 o'clock noon, on
MONDAY, the 27th instant, to consider means
for the Collection and Transmission of Sub-
scriptions in aid of the PATRIOTIC FUND,
for the Widows and Orphans of our Sailors and
Soldiers, who have given their Lives for their
Country in the Transvaal War, and on behalf
of Wives and Families, not otherwise provided
for, of those men who have gone on Active
Service in South Africa.
Government House,
Hongkong, 24th November, 1899. [1463]

V. R.

PUBLIC AUCTION.
THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
on
TUESDAY, the 28th November, 1899,
at 11 A.M.,
at
ARMY ORDNANCE STORES, QUEEN'S ROAD
EAST.
THE FOLLOWING
GOVERNMENT STORES:
At the
ARSENAL YARD:
CART WHEELS, SWINGLETREES,
SHAFTS, LANTERNS, OLD BRASS AND
BRASS SCREWS, GUNNETT, COPPER,
PEWTER, LEAD, ZINC, STEEL, CAST
WROUGHT AND GALVANIZED IRON,
TENT DUCK, GROUND SHEETS, ROPE,
DOOSOOTIE, LINEN, COTTON, AND
WOOLLEN RAGS, LEATHER, PACKING
CASES, EMPTY CASKS, PAINT KEGS,
OIL DRUMS, IRON CYLINDERS, INDIA
RUBBER RINGS, SERGE WAISTCOATS,
EARTHENWARE CUPS, SAUCERS, JUGS,
&c., &c.
A Large Quantity of OLD RUGS and
BLANKETS.
In R.E. YARD, OPPOSITE NAVAL YARD:
PACKING CASES, ZINC LININGS, OLD
IRON and WOOD, and a Large Quantity of
EMPTY KEROSENE OIL TINS.
Catalogues can be had at the ORDNANCE
OFFICE or from the Auctioneer.
TERMS OF SALE: Cash on delivery. All
Faults and Errors of Description at Pur-
chasers Risk on the fall of the Hammer. All
Lots to be cleared within 48 hours.
HUGHES & BROUGH,
Auctioneers.
Hongkong, 24th November, 1899. [1463]

ZETLAND LODGE.

No. 25, E.C.
A REGULAR MEETING of the above
LODGE will be held at the PIERNA-
SON'S HALL, Zetland Street, on FRIDAY,
the 1st December, at 8.30 for 9 p.m., precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 24th November, 1899. [1461]

THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING
CO., LIMITED.

RECONSTRUCTION.
NOTICE TO SHAREHOLDERS.

ALL SHAREHOLDERS in the OLD COM-
PANY must apply for SHARES in the
NEW COMPANY on or before the 15th Day of
December, 1899.

Forms of Application can be obtained from
the Undersigned.
Dated the 23rd Day of November, 1899.
LUTGENS, EINSTAMANN & CO.,
General Agents.
1465a] 9, Praya Central, Hongkong.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"SHALONG."
Captain Robson, will be despatched for the
above Ports, on SUNDAY, the 26th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.
Hongkong, 24th November, 1899. [1465a]

**THE OSAKA SHOSHEN KAISHA,
LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the
above Ports, on MONDAY, the 27th instant,
at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 24th November, 1899. [1215a]

**THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.**

FOR MANILA VIA AMOY.
The Company's Steamship

"ESMERALDA."
Captain Cobban, will be despatched for the
above Ports, on WEDNESDAY, the 29th instant,
at 3 P.M.

This steamer has Superior Accommodation for
Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 24th November, 1899. [1460a]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).
(Not calling at LONDON.)
The Company's Steamship

"TANTALUS."
Captain Bartlett, will be despatched on or about
FRIDAY, the 15th December.

Taking Cargo to LIVERPOOL at LONDON
Rates.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th November, 1899. [1460a]

To-day's
Advertisement.

JUST HANGED.
S.S. Chingtu.
A SMALL Consignment of PINEAPPLE
BRAND AUSTRALIAN FRESH
STREAKY BACON.
H. RUTTONJEE,
13 & 15, D'Aguiar Street,
Hongkong, and
22 & 24, Elgin Road, Kowloon.
Hongkong, 24th November, 1899. [1463a]

Intimation.

**A. S. WATSON & Co.,
LIMITED.**

A FAVOURITE
CHAMPAGNE.

BOLL & CO.

VIN NATURE VINTAGE 1892
EXTRA SEC.
AND
CHAMPAGNE QUALITY EXTRA.

This high-class Wine is largely
used in the best London Clubs and
Leading Hotels.

PRICE:
\$10 per case, 1 doz. quarts.
\$42. 2 doz. pints.

Sole Agents:
**A. S. WATSON & CO.,
LIMITED.**
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1811.

DEATH.
At the Peak Hospital, Hongkong, on 23rd
November, 1899, GERRARD C. BOOTH, aged
35 years. London papers please copy. [1462a]

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 24, 1899.

NOTES AND COMMENTS.

The proceedings in Finance Committee
on Wednesday and at the Council Meeting
yesterday were of considerable interest. In
Finance Committee the sole business was
the consideration of that portion of the
Estimates for 1900 dealing with the Public
Works Extraordinary, and they were approved
by the Committee as proposed by the
Government. That result was, of course, in-
evitable as, even in Finance Committee, the
Government have a safe majority bound to
speak and vote according to orders. The
sitting was remarkable only because of a
difference of opinion between the unofficial
members, one of them, the Member for the
Chamber of Commerce, being desirous of
having the vote of Public Works Extraordinary
reconsidered and rearranged in the order of
their relative urgency and importance, and
the funds available for the purpose applied
to the prosecution of the works in the same
order the other four unofficial members
being willing to accept and vote for the
Government proposals as they stood, if they
were only permitted to lay on the table and
have laid on the table the Secretary of State
their opinions on the proposed public works
generally. They were graciously permitted
to table their opinions and they had the
Colonial Secretary's promise that they would
probably be forwarded to the Secretary of
State by the Governor, but they lacked the
courage of their opinions and to refuse to
move or vote for any amendment of the
Estimates, although in their opinions, as ex-
pressed in the memorandum these Estimates
were not satisfactory. The Member for the
Chamber of Commerce took the more
manly course. He endeavoured to
give effect to his opinions by
moving resolutions in accordance
therewith. He was unsupported by his
colleagues although, in the main, they agreed
with him, and he was, of course, left in a
minority of one. But he did the right thing,
and until the other unofficial members make
up their minds to act against the Government
in the wrong, instead of merely talking or
writing they will never accomplish anything
and they will certainly not obtain the
approval of the public they are supposed to
represent.

The Memorandum presented by the four
official unofficial members' complaints of the
public works in this island having been
started in the past through want of funds,
congratulates the Government on its
surpluses in this and last year, and

on the large estimated surplus in 1900,
and strongly urges the employment
of the entire surplus in the execution of the
many needful public works in Hongkong
itself, deprecating the application of any
portion of these surplus monies in the New
Territory. For the New Territory the memo-
dum demands a loan. Mr. WHITEHEAD takes
precisely the same views on all these points
as the other four, but instead of simply pro-
testing he sought to give effect to them by
requiring the Estimates to be remodelled in
accordance with his and their opinions, and
if they had supported him the thing would
have been done. The Government could
not well have resisted their united demand
if backed up by their votes, but as they would
not back their opinions by their votes, they
will gain nothing but empty words.

MR. WHITEHEAD, in his speech before
the Finance Committee, referred to the
Public Latrines, to the Coolie Shelter
at the Peak, to the Water Works, the Post
Office, and the Law Courts as the most
urgent and most important of the new public
works. The "Other Four" also emphasized
the importance and urgency of these works;
but weakened the effect of their representations
by joining in with them other works, import-
ant no doubt but of much less pressing
necessity and value, the Housing of the
Police Force, Tramways, the Recreation
Ground at Happy Valley and the Jubilee
Road, and by suggesting that all of these
should be proceeded with *pari passu* or by
leaving it to the Government to proceed at its
good will and pleasure with which of them
it pleased. The Member for the Chamber
of Commerce urged upon the Committee
the supreme urgency and importance of the
works referred to by him and sought to
give effect given to the public opinion and
their relative importance and urgency by
moving the amendment of the
Estimates so as to put the most urgent
works first and to get adequate money votes
for them to the exclusion of the others. The
Estimates only provided \$5,000 to be
spent on Public Latrines during 1900,
although at least six are needed and with
proper exertions could be erected next year,
and only \$15,000 for extension of the
Waterworks although the increase of our
water supply is a work of extreme urgency
and one on which five times the money could
be usefully expended next year. The
"Other Four" deprecate the reductions in
the strength of the Public Works Department
when there is so much to be done. Mr.
Whitehead, equally deprecates it but
moved that the Estimates be sent back to be
reconsidered and redrafted with a view to
give effect to the common opinion. Mr.
WHITEHEAD was endeavouring to give practical
effect to his opinions. The "Other Four"
were content to say their opinions, and
afraid to disturb the nervous susceptibilities
of our governors by backing up their opinions
by a vote. Both parties went to appeal to the
Secretary of State. The "Other Four" will
find that their opinions would carry far more
weight if their action had been consistent
with their views and if the amendment of the
Estimates had been supported by their votes.
They indulged in platitudes. The Member
for the Chamber of Commerce was practical
and wanted to give immediate effect to the
opinions he and they entertain.

In Council yesterday, Mr. WHITEHEAD
again moved that the Estimates be referred
back to the Departments concerned to be
remodelled before being approved and before
the appropriation Bill be passed. The
Governor interrupted him in the middle of
his speech and ruled his motion out of
order. The Governor was entirely wrong in
point of fact and law. The Finance
Committee is not the Council. A Com-
mittee of the whole Council is not the
Council. When a report comes up from a
Committee, every question raised in Com-
mittee may be again raised in full Council.
The Council is in no way bound by the
decisions of its Committees. A Bill may be
reconsidered a dozen times. Amendments
may be moved even on the third reading.
His Excellency had better consult
May's "Parliamentary Practice" before he
rules again on questions of order. He
was equally wrong in his first expression
of opinion when Mr. WHITEHEAD claimed
the right given him by Rule 12 of the Stand-
ing Orders to have his dissent from the
decision of the Council recorded and lay a
statement of his reasons on the table. The
majority of the Council had decided against
his view and that decision gives him the
right to protest. The votes need not be
formally recorded, if the opinion of the
Council is in fact taken. We hope that if
the Governor should refuse to receive Mr.
WHITEHEAD's protest and to forward it to
the Secretary of State, the Honourable
Member will forward it direct and make it
public.

REUTER'S TELEGRAMS.

THE WAR.
LONDON, November 22nd.

A large force of Boers control the railway
between Estcourt and Mooi River and there
has been no communication with Estcourt
since noon on Tuesday.

The accounts from North Cape Colony
are conflicting, but it is tolerably certain that
a considerable number of Dutch Colonists
have joined the enemy.

British troops have reoccupied Naamport.
The Boer forces besieging Kimberley
have been re-inforced and the Boer trenches
at Mafeking are daily getting closer.

LATER.

The War.
The defences of Portcharub are being over-
hauled and modernized.

The British force in Natal is now, approx-
imately 24,000, including about 9,500 at
Ladysmith.

The Boers have formally established
administrations in all the towns they have
occupied.

Generals Clerly and Gatacre have issued
notices warning waverers against the conse-
quences of disloyalty.

[We have been unable to place Portcharub on
any map. May it not well be Portcharub?
The defences of Portcharub were completed
in 1872, so they would now probably be obso-
lete and require to be modernized.—Ed.
H.K.T.]

WEATHER REPORT.

The Observatory report says:—
On the 23rd at 11.45 a.m. the barometer has
risen a little in the Philippines, fallen slightly
elsewhere. The high pressure area remains
central over Mid China. Gradients moderate
on the coast, rather steep with very strong
monsoon in the N. part of the China Sea.
FORECAST:—Moderate N. winds; fine.

LOCAL AND GENERAL.

The master of the *Nanhan* was this morning
fined \$30 for neglect to comply with quarantine
regulations, his ship having arrived from the
infected port of Newchwang.

OWING to pressure upon our news columns we
are forced to hold over the full report of the
inquest upon the bodies of Privates Jordan
and Jones, also the report of the V. R. C.
paper chase, the Great Eastern and Caledonian
Gold Mining Coy's report and many other
interesting items.

THERE will be a game of Foot Ball (Associa-
tion), between the Hongkong Engineers F.R.
C. and "C" Company, R.W.F., at Canvey
Bay, on Saturday, the 25th inst. Kick-off at
4.15 p.m. prompt. The following will play for
the Engineers: Baldwin, goal; backs Henderson
and Dyer; half-backs Ritchie, Wilson and
Tuohy; forwards Lapsley, Henderson, Galt,
Smilie and Duncan.

THE Royal Hongkong Yacht Club will hold
their Club Race, No. 3, on the 3rd proxima,
the course being, mark boat off Lyceum (port),
Kowloon Rock (port), Meyer's East buoy (port),
Mark boat off Lyceum (port), distance 15 miles.
The first race for the Commodore's Cups will
take place on Saturday, the 2nd proxima, "A"
Class starting at 1.15 p.m., and "B" Class a
quarter of an hour afterwards.

THIS morning at the Magistracy, O. K. Li
was sentenced to two months' hard labour for
fraudulently bringing seven coolies from Hoihow
into the Colony for purpose of emigration. It
appears that the promised the coolies work in
Hongkong, but when they were on board and
nearing this port he told them, they would
have to go to Singapore. They objected and
reported to the police, hence the punishment.

THE Band of the Hongkong Regiment will
play at the Hongkong Hotel to-morrow (Sat-
urday) evening from 8.30 p.m. to 9.30 p.m.:

PROGRAMME:
1. March "Soldiers of the Queen."
2. "The British Grenadiers."
3. "The British Grenadiers."
4. "The British Grenadiers."
5. "The British Grenadiers."
6. "The British Grenadiers."
7. "The British Grenadiers."
8. "The British Grenadiers."
9. "The British Grenadiers."
10. "The British Grenadiers."

THE *LYNN* was fined \$25 at the Magistracy
this morning for being in possession of 12 rifles
without a licence, on board the *Sun Ho Li*
junk on the 23rd inst. We suppose it is correct
to call them rifles. No doubt if they were
fired they would inflict damage on some one,
probably the poor man who was foolishly
enough to use them. The sample that was
brought up for His Honor's inspection re-
minded one of an enlarged toy pop-gun, being
muzzle-loading and fired by a percussion cap.
An army armed with such rifles would be a
danger unto itself rather than to the enemy.

A VERY pleasant reunion took place last
night at the Kowloon Hotel, when quite a
large number of loyal South Africans sat
down to a sumptuous repast provided by the
genial host. Greater zest was given to the
dinner by the appropriate names on the menu
to the different dishes which undoubtedly must
have added greatly to the charm of gnawing a
chicken bone à la Kruger. A very pleasant
evening was spent and many a stirring yarn of
days spent in the saddle on the open veldt was
given as personal experiences by old members
of the Cape Mounted Police and other African
Corps. The party broke up in the early hours
this morning.

CONSIDERABLE disturbance was caused in
Daddell Street shortly before 4 o'clock this
afternoon in connection with the arrest of a
drunken sailor, apparently an Austrian, who
had been behaving in a disorderly manner.
The man objected to arrest by two Sikh con-
stables, whereupon he was thrown down, drag-
ged along the road, first by the feet, then by
the arms. Then these latter were held behind
his head whilst one constable struck and the
other kicked him. A crowd collected and it
was only when they were threatened that their
brutal conduct would be reported that the
policemen released the man, who then went
away, quietly enough, with two British Blue-
jackets.

HONGKONG BOAT CLUB.

A scratch race will take place on the Regatta
Course, Kowloon, at 2.30 p.m. on Saturday,
25th inst., starting at Yau-Ma-Tai. The follow-
ing are the boats and crews:

Inside position.
No. 2 BOAT.
A. A. Barrett, H.K.R. C. H. Gale.
C. E. Botsch, Capt. Warren, R.A.
J. A. Fredericks, J. W. Cumming.
J. D. Danby (stroke), G. M. Young (stroke).

Outside position.
No. 1 BOAT.
E. A. Kitchell.
G. R. Stevens.
A. Ellis.
R. F. Johnston (stroke).

Umpire and starter—Col. Retallick, A.R.K.
Judge—W. Armstrong, Esq.

A launch will leave Peckers' Wharf at 2.15
p.m. and the Police Wharf, Tsim-Tsa-Tsui,
immediately before the race.
(The press will be admitted to the launch.)

HONGKONG LEGISLATIVE
COUNCIL.

Yesterday afternoon a meeting of the
Hongkong Legislative Council was held in the
Council Chamber at the Government Offices,
there being present His Excellency the Govern-
or (Sir Henry Blake, G.C.M.G.), His
Excellency Major-General Gascoigne, C.M.G.
(Commanding the troops), the Hon. J. H.
Stewart Lockhart, C.M.G. (Colonial Secretary),
the Hon. R. Murray Ramsey (Attorney-
General), the Hon. F. H. May, C.M.G.
(Captain Superintendent of Police), the
Hon. A. M. Thomson (Colonial Treasurer),
the Hon. R. D. Ormsby (Director of Public
Works), the Hon. C. E. Chater, C.M.G., the
Hon. Dr. Ho Kai, the Hon. T. H. Whitehead,
the Hon. E. R. Bellios, C.M.G., the Hon. Wei
A. Yuk, the Hon. J. J. Keswick, Mr. R. F.
Johnston (Acting Clerk of Councils).

The Hon. T. H. Whitehead—I beg to lay
on the table Financial minute No. 25 and to
move that it be referred to the Finance
Committee. I also beg to lay on the table the re-
ports of the Finance Committee No. 8 and 9 and
move that they be adopted. Your Excellency
will observe from Report No. 9 that the Finance
Committee yesterday considered the remaining
portion of the estimates for 1900 and the items
were unanimously recommended by that Com-
mittee except the item referring to the new
Law Courts, with regard to which an amend-
ment was proposed by the Hon. Member for the
Chamber of Commerce but was not carried.

His Excellency the Governor—Before I put
the question as to the adoption of the report I
wish to mention to this honourable Council
that I received the memorandum presented by
the unofficial members and signed I believe by
all but one member, and as far as I can gather
the exception was one taken as to the degrees
of the necessity of the public works rather than
an exception to the question as it stands as to
the advisability of carrying out a great number
of these works. I have gone carefully over
this memorandum and I may say that I am as
much in favour of carrying out the works as
any member of the Council (Hear Hear). But
I think the Council should clearly understand
the position of the Government in this matter.
We are restricted here by instructions (which
have been rather frequent) to confining our
Estimates to the amount of money which we
have actually estimated as coming into the
revenue for the year. The question as to what is
to be done with the money remaining over as
a surplus is a matter which must go forward to
the Secretary of State for his sanction and be
laid before this Council for their sanction when
we have the money in our hands. That is a
very safe principle, I think, and what I propose
to do. As honourable members of the Council
know, there has been a certain amount of dis-
cussion, which I have read carefully. Although
there is no certainty in human affairs, we have
almost a certainty that we shall have a large
surplus at the end of the current year, and so
soon as that surplus is available we can deal
with it. In the meantime we shall go on with
these works that have been placed in the Es-
timates. We have already got your authority
for these, and in doubt we shall have the sanc-
tion of the Secretary of State. As soon as we
have that surplus and before the money which
has been voted has been expended, I hope
to lay before you supplementary votes which
will be necessary for the carrying on of these
works. There is one question raised in this
memorandum which I consider is rather
an important one, inasmuch as it is a matter
of principle. Section 4 in the memorandum
reads: "Whilst we are ready to concede that
certain of the contemplated works in the New
Territory may be defrayed out of the general
revenue, we are most decidedly of opinion that
the principal works for developing it should be
provided for by a Loan. The public works in
this island have been long deferred for want of
funds, and now that they are arranged for
proceeding with, it is most important of these
works we feel bound to deprecate, in the
strongest manner, any proposal to divert such
funds to any other purpose whatever." Now
my instructions are very definite from the
Secretary of State, and those instructions
are that the revenue of the New Territory
shall be a portion of the general revenue of the
Colony, and that being the case, the necessary
expenditure on the New Territory must come
out of the general revenue of the Colony.
Apart from the fact that Her Majesty's
Government do not consider that it is ad-
visable for these works in the New Territory
and I may say at once that I concur entirely
in the opinion of the Secretary of State—
the fact remains that we have a certain amount

of money over what we require. There is a
prime necessity in the New Territory. That
prime necessity is a road to connect this place
with the deep water at Mrs. Bay. That road
having been made and the police station hav-
ing been built, and they are well in hand,
I do not see that there are any other
important works, with the exception of the
Kowloon Water Works, for which money has
been necessary at present. I know that it has
been proposed that we should make a number of roads,
and I believe that in the future, a number of
roads will be made but I think it is well to
know by experience what it is absolutely neces-
sary to spend. In the first instance I know a
little more of the country than I did when I
first visited it; at that time the rice crop was in
the ground. We all know, at least all the Hon-
gentlemen who are snipe shooters, how difficult
it is to get over the ground when the rice crop
is in, but when the crop is off the ground,
becomes as hard as a billiard table. No doubt
it will be necessary to make these roads in the
future but I do not see any burning necessity
at present except for that particular road which
is to lead us readily to Mrs. Bay and which
will give us immediate command of the whole
district. Police Stations of course are neces-
sary. As you know, the amount of money
required for the policing of the New Territory
is a good deal in excess of what was estimated
at the time Mr. Lockhart first saw the country.
We thought a very few police would be suf-
ficient; now we know the condition of the coun-
try and that from time immemorial clan fights
and armed robberies have been the order of the
day. I admit that one of the works it will be
necessary to get on within the near future is the
Kowloon Water Works. I think the question of
a loan will have to be considered if we have not
the money to go on with the work, but at the
present moment we have plenty of money for
the works we propose to take in hand. Then
there is another question, a question of prin-
ciple, and one which will have to be considered
later. That is the question as to how far we
are justified in the Colony in using for public works
like waterworks or sanitary works, the pre-
sumption derived from land sales. It must be admitted
by all you gentlemen, who are business men,
that in using this premium we are using the
capital of the Colony, and the question arises
as to whether that premium or a certain portion
of it should not be put into a reserve fund in
view of less revenue from this source in the
future. That is a matter which requires very
careful consideration, especially at a time like
the present when we derive a very large in-
come from land sales. I am not at all sure
that that large income is going to continue in
years to come. This is one of those matters
which will have to be considered here and
also in London. With regard to the fifth

paragraph in the memorandum, I am entirely
in accord with it, and I think I may say
the same with regard to the memorandum
as a whole. I am as anxious as you that
these works should be carried out. I see
the honourable member for the Chamber of
Commerce was anxious about a New Post
Office, a shelter for chair coolies at the Peak,
and public latrine. I entirely agree with the
honourable member. It is my intention that a
shelter for chair coolies at the Peak shall be
put up next year; it is my intention that as
many latrines as possible shall be built next
year, because I think they are of cardinal im-
portance; but that does not touch the general
principle that in the estimates laid before us
now we only feel justified in including the
amount of money which will be covered by
the estimated revenue for the year. I hope
honourable members will understand what I
mean. I am anxious to go on with these
works, and as soon as the money is actually in
our hands, I intend to ask for authority to go
on with them and to lay supplementary estimates
before you, as has been done from time to time.
As regards the Law Courts, I think I mentioned
in my opening speech to the Council that the
Law Courts blocked the way for the Post
Office, and in broad lines that is quite true, if
you are to have a new Post Office built on the
present site, a portion of which is occupied by
the Law Courts; you cannot proceed to build
that Post Office on its present site until you
have cleared the Law Courts out of the way and
made some arrangement for the accommodation
of the Post Office during the building of the new
premises. However, it is quite possible, I
think, that there may be some arrangement
made by which the Post Office might be im-
proved a little, because I do think that in its
present condition it is almost impossible to
carry on the work of the Office, and renders it
impossible for the postmaster to do his work.
It is a discredit to the colony and it is impos-
sible for the Postmaster to do his work in it
properly. I have been considering the ques-
tion with the Colonial Secretary, and I shall
be very glad if any hon. member can make
any suggestion which may possibly allow us
to take over the time during which the Law
Courts will be building and relieve the con-
gestion, which would be caused by proceeding
at once with this work. I should be as glad as
any of the members, and if we could relieve
the congestion, if the money were forthcoming
we could go on with the work. I may say that
plans for the new Law Courts arrived by the
last mail and they are now on the table, and I
invite honourable gentlemen to look at them.
I think they are sufficiently advanced to enable
us to begin the foundations early next year.
The Director of Public Works thinks it can be
done. It will take over twelve months to get
these foundations properly constructed. By the
end of that time the details of the plans will
be fully made out and we shall be able to
go on with the work. I thought it was as well
that you should know that in this matter I am
entirely with you. I shall forward the memo-
randum to the Secretary of State.

The motion was carried.

THE 1893 LOAN.
The Colonial Secretary laid on the table a
return of the expenditure of the loan raised in
1893 and which the Hon. T. H. Whitehead
asked for, which was as follows:

The sum was as follows:
Loan works from 1892 to 30th September,
1899: Praya Reclamation \$376,134.40, Praya
Reclamation, Reconstruction of Piers \$28,000,
Central Market \$222,750.50, Slaughter-Houses,
Pig and Sheep Depots \$66,215.04, Cattle
Depots \$15,049.61, Water and Drainage Works
\$752,897.92, Gaol Extension \$159,361.65; Total,
\$1,702,388.21. Balance on 30th September =
\$89,363.73.

THE PLANS OF THE NEW LAW COURTS.
The Director of Public Works—With Your
Excellency's permission I beg to lay on the
table the plans of the proposed New Law Courts.
The architects require some further information
before completing certain architectural details,
which information will be forwarded in due
course. The general arrangement of the
courts and other arsenals was approved by
the Chief Justice and the other to whom
they were submitted some time ago. The
original sketches were at your Excellency's
suggestion submitted. Certain alterations
and improvements were suggested by the
officials who have to occupy the buildings,
and these have been attended to. I think in
a satisfactory manner by the architects. The
ground plans have been approved, and conse-
quently there is no reason why there should be
any delay in proceeding with the foundations,
which I think can be commenced early in the
coming year.

THE MERCHANT SHIPPING BILL.
The Colonial Secretary—In the absence of
the Acting Attorney-General, I beg to lay on
the table the report of the Standing Law Com-
mittee on the Merchant Shipping Bill. An ex-
amination of this report will show that many
amendments have been suggested by the com-
mittee. Those amendments will be formally
moved by the Acting Attorney-General when
the Bill is brought forward again before the
Council. In the meantime it was thought ad-
visable to allow honourable members some
time to consider these amendments.

READINGS.
The Hon. Col. Treasurer, in the absence of
Act. Attorney-General, laid on the table the
following Bills, which were read in

ed surplus on 31st proximo say, \$1,000,000, plus the estimated surplus revenue over ordinary expenditure during next year say \$1,000,000, or an aggregate of \$2,000,000.

According to the Estimates there is only to be expended during 1900 the sum of \$331,100 on Public Works Extraordinary. I think the Government would have been fully justified in asking the Council to sanction the expenditure of say \$500,000 or even \$600,000.

The Public Works are in order of their importance and urgency, but the Government for chair-coaches at the Peak, the speedy extension of our means of obtaining, storing and distributing water, a Post Office, &c.

The latrines should be put in hand and finished before the end of next year. I earnestly urge that a vote be taken for the full amount requisite to complete them during 1900.

In reply to a question in connection with jerry buildings put to the honourable Director of Public Works on the 4th of October last, the honourable member said: "I have read the articles referred to and think there is foundation for the allegations. The powers possessed by my department are defined in the Ordinances of 1889 and 1891. An officer of the Department, assisted by an overseer, inspects building works in progress. The exceptional amount of such work in the Colony at present makes an increase in the staff necessary if this work of supervision is to be thoroughly performed. The matter is engaging the attention of the Government."

His Excellency the Governor—I am afraid the honourable member is not in order. At the present moment there is a question before the Council and I do not think any member of the Council would be in order in proposing an increase in that staff in the vote referring to it.

The Hon. T. H. Whitehead—I do not propose an increase.

His Excellency the Governor—Did you not propose an increase in the staff?

The Hon. T. H. Whitehead—No.

His Excellency the Governor—I beg your pardon. What is your proposal then?

The Hon. T. H. Whitehead—My amendment is that this vote on "Public Works Extraordinary" be referred back to the departments concerned for reconsideration and to be remodelled.

His Excellency the Governor—The Committee accepted this Bill yesterday and I question whether without the permission of the Council you can propose now that it be referred back to the committee. You can propose that any vote be deleted or reduced.

The Hon. T. H. Whitehead—I proposed that it be referred back to the departments concerned.

His Excellency I should be very sorry to prevent you proposing anything but I do not think it is quite in order for it to be referred back to the committee.

The Hon. T. H. Whitehead—I proposed that it should be referred back to the Department for reconsideration.

His Excellency the Governor—That would not be in order. If there is any concrete proposition any member desires to make, or a proposal to reduce the vote it would be in order. It would be quite in order for the honourable members to ask the Director of Public Works any question on the expenditure of money, but to propose a certain vote be recast would not be in order, as the estimates be referred back to the committee.

The Hon. T. H. Whitehead—I abide by your ruling. I therefore propose that the words "Post Office" be substituted for "Law Courts" in the first item under the head "Public Works Extraordinary." A new Post Office is more urgently needed than new Law Courts.

His Excellency the Governor—I think you cannot do that. I am not quite certain about it, but I will give the honourable member the benefit of the doubt and put his proposition to the Council. Of course the honourable member will understand that the result of the carrying of his proposition would be that the new Law Courts would disappear from the Estimates.

The amendment was lost.

His Excellency the Governor—do you desire a division.

The Hon. T. H. Whitehead—No.

The Hon. T. H. Whitehead—I propose that the vote for "Public Works Extraordinary" be reduced by \$100, as I am not satisfied with the appropriation of the money as it stands in the Bill.

His Excellency the Governor—What item would the honourable member suggest that sum be taken from?

The Hon. T. H. Whitehead—From the total.

His Excellency the Governor—Will it be necessary for some particular item to be picked out for reduction.

The Hon. T. H. Whitehead—Then I propose that the vote of \$20,000 for new Law Courts be reduced to \$19,000.

The amendment was lost.

The Hon. T. H. Whitehead—I desire to have my dissent recorded.

His Excellency the Governor—Your dissent is recorded as a matter of course in the minutes of the Council. There is no other way in which your dissent can be recorded. I put the question and the votes had it. Really you can only record a dissent by asking for a division and showing that you are in a minority. Unfortunately this is passed now: I asked if you wished for a division and you said no.

The Hon. T. H. Whitehead—I was unaware that it would deprive me from recording my dissent as I have a right to do under the standing rules.

His Excellency the Governor—As a matter of fact your dissent is recorded by your observations, but the way to record a dissent is by asking for a division.

The Hon. T. H. Whitehead—I desire to lay on the table a statement of my reasons for dissenting.

His Excellency the Governor—I do not know whether we can receive those reasons.

The Hon. T. H. Whitehead—In accordance with Rule 32 of the Standing Orders any member dissenting from the opinion of the majority may if he wishes have his dissent recorded and the reason of his dissent.

His Excellency the Governor—Oh certainly, you are quite right. Is there any other observation with regard to the items on page 2?

No, one replying to this question, the Council resumed.

The Colonial Secretary—If there is no objection, and as there has been no material alteration in this Bill in committee, I propose to move the third reading to-day. Your Excellency will remember that the Bill was brought before the Council some time ago and the discussion of it was delayed in order to enable the unofficial members to have full opportunity of considering the various items. I think we are all agreed that every opportunity has been afforded them. Therefore, if there is no objection, I propose the third reading of the Bill entitled an Ordinance to apply a sum not exceeding two million six hundred and eighty-one thousand six hundred and fifty-one dollars to the Public Service of the Colony.

The Council then adjourned until Thursday next.

SUFFERERS IN THE WAR.

Before leaving the room, His Excellency the Governor said:—I have sent round the Council table an advertisement which I propose to have inserted in the local press asking

British residents to come together on Monday next at 12 o'clock for the purpose of considering fully the question of making a collection for the widows and orphans of our soldiers and sailors who fall in the war. This movement has been inaugurated by the *China Mail*, which is to be congratulated for its patriotic move, but it was thought would be better if the representative British inhabitants could be called together to make arrangements for the more complete canvassing of the British population, most of whom will no doubt be glad to have the opportunity of seeing all of you on Monday at 12 o'clock.

MEETING OF THE FINANCE COMMITTEE.

The Chairman—I have only one minute to bring before the committee to-day, and that is one in which the Governor recommends the council to vote a sum of \$1,500 in aid of the vote "Maintenance of Waterworks, Kowloon." With regard to this vote the Directors of Public Works reported that the necessity arose partly from the large consumption of water due to the increase of population and industries at Kowloon and partly through the severe drought at the beginning of the year, when water had to be pumped from one of the valleys to the clear water reservoir at Yau-mai.

The vote was agreed to.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. There were present:—The President (Dr. Atkinson), Principal Civil Medical Officer who occupied the chair, the Hon. R. D. Ormsby (Director of Public Works), Dr. Clark (Medical Officer of Health), Mr. Osborne and Mr. Duggan (Secretary).

The minutes of the previous meeting were passed.

APPLICATION FOR EXEMPTION FROM LIME WASHING.

Mr. P. E. Khanbatta applied for exemption from lime washing No. 2, Elgin Street, on the ground that it had been newly overhauled. On examination it was found by Inspector Fisher to be clean and in good repair and the matter was referred to the Board for their decision.

Mr. Osborne—I propose Sir that this application be refused. I think it better to err on the side of rat capitalism rather than allow the town to be filthy.

Mr. Ormsby—I beg to second the proposition. Carried.

Elbrahim Mahomed made a similar application with regard to 33 Graham Street on the grounds that the building was at this time undergoing repairs and additions. The exemption was recommended and referred to the Board.

Extension granted for one month.

LARGE NUMBER OF CHINESE.

It was reported to the Medical Officer of Health that sixteen pieces of chain had been stolen from the Roman Catholic cemetery, and the matter was referred to the Capt. Sup. of Police, who reported that the police had no access to the cemetery at night, the gates being locked, and recommended the placing of a watchman on duty inside the cemetery. The police were watching the cemetery.

An arrest was afterwards made and the prisoner sentenced to 6 months hard labor.

APPLICATION TO KEEP SWINE.

An application to keep swine was applied for by Chu Fok.

Granted.

PLAGUE CASES IN HONGKONG.

A further report of the progress of Bubonic Plague in Hongkong City showed from 10th to 23rd October there had been 264 cases and 206 deaths.

MORTALITY RETURNS FROM MACAO.

The death rate at Macao for the week ending 30th October 1899, was 57 for the week ending 6th November 1899, the death rate was 45.

MORTALITY RETURNS FROM THE COLONY.

For the week ending 30th Oct. For the week ending 6th Nov.

Infantile Diseases 20 22

Throat Affections 1 0

Chest Affections 24 24

Bowel Complaints 7 11

Fever 16 17

Bubonic Plague 0 1

Malaria 1 4

Other Causes 48 34

Total 117 Total 113

Death rate per thousand of the whole population for the week ended..... 11.99..... 23.6

" " Corresponding week last year..... 19.2

" " week ending..... 18.11.99..... 23.0

" " Corresponding week last year..... 18.2

REPORT FROM MR. F. BROWNE, GOVERNMENT ANALYST.

Analyst was placed before the Board, concerning some water taken from a well at No. 4 Queen's Road Central, and which he found was unfit for human consumption. The Chief Medical Officer recommended that the well should be closed down by order of the Board.

Dr. Clark I move that the well be closed.

Mr. Ormsby—I beg to second that proposition. Carried.

MODEL HOUSES.

Mr. (Ormsby)—If I remember rightly Sir, the proposal of the Director of Public Works, that the Government be asked not only to sanction the building of model Chinese tenements at Tai-ping-shan but to offer a reward for the best model of a Chinese tenement with a view to getting it followed in the future. We have an answer on the former point but not on the latter. I move that the Government be asked for a reply.

Mr. Ormsby—I beg to second that proposition. Carried.

This was all the business.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

not heavy, and when the very fact of their being beleaguered and successfully resisting all attacks is gaining the time to much needed reinforcements is being completed and arrangements being made for an aggressive campaign, will Observer dogmatically assert that that force is not successfully meeting the enemy? It doesn't matter whether it be in a field or in a desert, of course, if "Observer" wants to indulge in a little hair splitting, I will say that just at present the enemy are in the field and as they are, as Observer puts it, in considerable preponderance we are content to shoot them from our intrenchments instead of going out into the field ourselves, like idiots and getting shot.

Success is to be judged by the success which is met with in foiling an invading army's plans. Observer's argument was, I presume, based on supposed facts. Now what I want from Observer is his facts; instead of giving facts he has branched off into a matter quite foreign to the question. To prove his alleged Boer superiority he blandly exhibits as a proof of his contention between eight and nine thousand men surrounded by a force of what from all accounts appears to be of between twenty and thirty thousand, who notwithstanding their equality in tactics, dash strategy, precision of fire and superior mobility are unable to successfully meet the inferior force opposing them. Observer could not have made out a worse case for himself. Now what do we actually find? A force beleaguered by a superior force. The object of the superior force was evidently to rush the inferior force, drive them back, and capture Durban before reinforcements could arrive. To do this they mass a body of men on their frontier, and attempt first to rush Glencairn. Here they find they have underestimated their enemy, and that enemy demonstrates clearly that they are superior in dash at any rate. We capture the Boer guns and baggage; after a most brilliant action. This force as far as we can tell from the reports to hand was about equal in numbers or if there was a difference it was in favour of the Boers. After this reverse the Boers rush in their main body and it then becomes necessary to fall back on the position it was evidently intended to hold till reinforced by the southern invading army. A glance at the map will show the strategical value of Ladysmith lying as it does at the junction of the Harrismith railway, in comparison with Glencairn. It is impossible to hold both places.

But what of the general idea of the Boer campaign. Instead of being able to drive the enemy before them and march on Durban they have come to a standstill; they dare not advance and leave a force to threaten their rear, and if they divided their forces the probability would be that their divisions would be beaten in detail, whilst in spite of their alleged superiority they have failed to take the place by assault, or damage it with their artillery, notwithstanding the alleged precision of their fire, for it must be noticed that "Observer" has pointed his remarks with cheerful ambiguity, so it may be taken that he includes artillery and rifle fire in his Boer glory.

I challenged Observer's comparison as to the qualities of the enemy and he replies by in effect pointing to their numbers. Now as regards the destruction of railways. The most ignorant race of savages in the world who knew that an enemy was likely to advance upon them by means of an existing railway would, we may safely assume, destroy that railway if they had the chance.

So I think the public and even Observer will plainly perceive the point of my remark when I reiterate that it does not need any shrewd knowledge of military strategy to root up a few rails and cut a wire.

I am, Sir, H. E. T.

Hongkong, November 24th, 1899.

AN INADEQUATE SENTENCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR—I notice in yesterday's issue of your paper a letter under the above heading, signed by Justice, calling public attention to the so-called inadequate sentence passed by the Magistrate on Toller for embezzlement on Wednesday last.

We are all agreed, as Justice says, that the object of punishment is to act as a deterrent to others evilly inclined, but there is such a thing as tempering justice with mercy and, with the object of dealing with cases of this kind, only a few years ago, an act entitled the "First Offenders Act" was added to the Statute Laws of England, which gives a judge discretion, on the first conviction of an accused person, to sentence him to a term of imprisonment and at the same time to suspend the sentence on certain conditions, and thus he saves him from contact with older criminals and gives him an opportunity to redden himself among persons law-abiding and under the above act and from the latest reports the results have been most beneficial. From the facts reported in the press I should certainly say that had the "First Offenders Act" been in force here Toller would have been entitled to claim the benefit of it, as he was in the employ of the prosecutors for 5 years, bore a good character, and their request for leniency no doubt influenced the Magistrate in considering the sentence to impose; of course had Toller been carrying on a systematic series of frauds for some time past the punishment might seem inadequate, but when the "boy" is taken into consideration, probably on the impulse of the moment commits a crime, surely it is not for us to complain of his not having received a heavier sentence and find fault with the Magistrate! As each case is dealt with on its own merits there is no need to fear that this punishment will be taken as a precedent but the Magistrate will, as he always does, impose such a sentence on a prisoner as he thinks in accordance with justice.

Yours, &c., A. B.

Hongkong, November 24th, 1899.

CRICKET.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR—I would like very much to make a suggestion in your columns, and it is that the Hongkong Cricket Club "unband" and give a slight deviation from their ordinary programme of fixtures, with a view to helping the game and the junior exponents of it in the Colony.

As it is at present, the club matches, though sufficiently interesting even to the unenthusiastic spectators, are certainly tainted with conservatism, arranged as they are amongst themselves, and I consider that this conservatism does not tend to foster, to the full extent, the premier game.

Cricket in this colony, requires very careful fostering, when the rapidly-increasing influence of its dangerous rival, football, is taken into account, and that is why I maintain that the junior clubs should be helped by our leading club.

As a start, in that direction, I would suggest a game between a Club eleven, and a team, say of eighteen, representing our school clubs, and players to be present members of the clubs represented.

I feel quite confident that such a game would arouse greater interest in cricket than at present shown, and it would certainly encourage the junior clubs to work harder at the game.

Trusting that I have not encroached too far on your valuable space.

Yours, DOMINUS.

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Hongkong, November 24th, 1899.

CRICKET.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

CRICKET.

ROYAL ARTILLERY v. H.M.S. "CENTURION." An interesting if somewhat one-sided game was played on the Cricket Ground yesterday between the above teams and, despite the capital score made by the Artillery, the Naval contingent gave them some exercise in leather hunting which should prove beneficial should they be ordered to the Transvaal. The "Gunners" went first to bat and knocked up 168 in good style; the "Centurions" followed suit and accumulated no less than 185 for the loss of a single wicket. The appended scores speak for themselves.

ROYAL ARTILLERY.

Mr. T. Mulliken, b. Bowler, 12

Capt. Simmonds, b. Mulliken, 12

Capt. Langhorne, c. Mulliken, b. Mulliken, 12

Mr. J. G. Mulliken, b. Mulliken, 12

Mr. J. G. Mulliken, b. Mulliken, 12

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Mr. J. G. Mulliken, b. Mulliken, 12

Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

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HONGKONG.

[247]

PETER SYS' WONDERFUL SPECIFIC.

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Recommended by some of the Chief Specialists of the Medical Profession.
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12th October, 1898.

[1242]

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[1239]

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TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Intending Pupils are respectfully requested
to send their Applications Early in order that
Time and Terms may be arranged.A. HAHN,
No. 10, Lee House Street,
Hongkong, 21st October, 1899. [1330]

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A YOUNG MAN, East Indian, seeks Em-
ployment as a CLERK. Very good
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BILIOUS AND NERVOUS DISORDERS
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SICK HEADACHE, CONSTIPATION,
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IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
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THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Rostan, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary sym-
ptoms, disease of the bones, sore throat, and all
diseases for which it has been too much
praised. In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.THERAPION may be procured at 2/9 and
4/0 per package, of the principal Chemists and
Merchants throughout the world. In ordering,
the purchaser should state which of the three
numbers he requires, and observe that the
word "THERAPION" appears on the Govern-
ment Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Commissioners, and with-
out which it is a forgery.Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [99]

F. CAZANOVE,

BO. D. AUX.

GOLD MEDALS

Bordeaux, 1882, Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This ELIXIR is employed with
success to restore the FORCES
OF THE STOMACH and FACILITATE
THE DIGESTION.

TONIC WINE

OF THE REVEREND FATHER A. KERMANN

M. ZAZA-DE Dr. GOLLZ.

CREME DE MANDARINE.

AVELINE ANINETTE SUPERFINE.

Apply to

LAENDLER & Co., Paris.

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [140]

Insurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

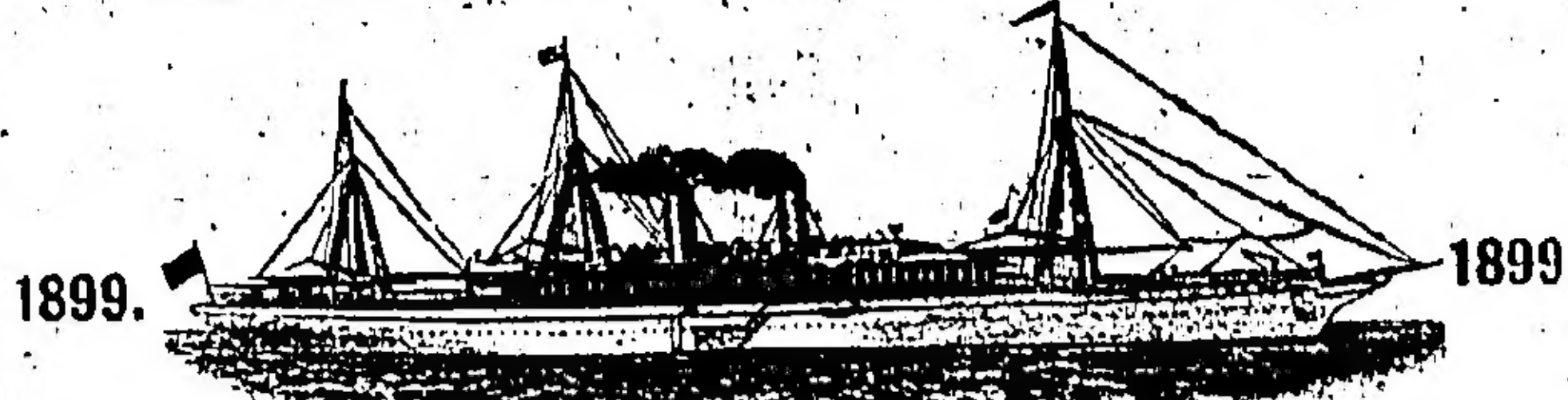
Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [18]

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee; R.N.R. ...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PACIFIC COAST CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Rodd's Street.

Hongkong, 23rd November, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of London | 3,329 | R.V. Seam | Nov. 25.

Queen Adelaide | 2,832 | F. McNair | Nov. 25.

Saint Francis | 3,877 | W. Atreue | Dec. 9.

City of Dublin | 3,328 | J.R. Rae | Dec. 30.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire | 2,874 | W.A. Evans | Dec. 23.

Abercrombie | 3,777 | J. Murray | Jan. 27.

THE attention of Passengers is directed to the
very cheap rates offered by the Line,
HONGKONG TO LONDON £47.Excellent accommodation. First-class Ta-
bles. DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application,
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED,
General Agents,
Hongkong, 22nd November, 1899. [4]CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Lady Joyce | 3,194 | about | Dec. 2

Strathgyle | 5,023 | about | Dec. 15

Carlisle City | 3,002 | about | Dec. 31

THE Steamship

"LADY JOICEY,"

will be despatched for SAN DIEGO via
NAGASAKI, KOBE, YOKOHAMA, and
HONOLULU, on SATURDAY, the 2nd
December.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo de-
stined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 24th November, 1899. [1212]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., TO-MORROW, the 25th
instant, at Noon, taking Passengers and
Cargo for the above Ports.Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent,
Hongkong, 24th November, 1899. [5]OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulul) Thursday, 30th Nov.,
at Noon.Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulul) Saturday, 23rd Dec.,
at Noon.Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulul) Saturday, 20th Jan.,
1900, at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 30th instant, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolu-
lu, and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained upon application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Passengers who have paid full fare, re-em-
barking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo de-
stined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent,
Hongkong, 24th November, 1899. [6]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FUTAMI MARU.....	{NAGASAKI, KOBE, and YOKO- HAMA.....}	TO-MORROW, 25th Nov., at 4 P.M.
MUKE MARU.....	{BOMBAY, via SINGAPORE and COLOMBO.....}	TUESDAY, 28th Nov., at Noon.
SANUKI MARU.....	{MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.....}	FRIDAY, 1st Dec., at Noon.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Praya Central.A. S. NISHIDA,
Manager.

Hongkong, 20th November, 1899.

[6]

NORDDEUTSCHER
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	3rd December. About 10th December.
*KONIGSBERG.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 10th December. About 10th January.
AMBRIA.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 10th January.
*SARNTA.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 10th January.
*FUCHS.....	HAVRE and HAMBURG. (LONDON with transshipment in HAMBURG)	About 20th January.
*SILESIA.....	MARSEILLES, HAVRE & HAMBURG. (LONDON with transshipment in HAMBURG)	January.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and
Honolulul) Saturday, 9th Dec.,
at Noon.NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulul) Wednesday, 3rd Jan.,
1900, at Noon.AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulul) Saturday, 27th Jan.,
1900, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 9th December, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be ob-
tained upon application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Pack-
ages will be received at Office until 5 P.M. the
same day; all Parcel Packages should be
marked to address in full, value of same is
required.Consular Invoices to accompany Cargo de-
stined to points beyond San Francisco, in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.J. S. VAN BUREN, Agent,
Hongkong, 24th November, 1899. [1210]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulul) Saturday, 16th Dec.,
at Noon.

THE Company

Intimations.

Relieves the aching pain at once and cures all discharges from the genital-urinary organs in either sex in 48 hours. Santal-Midy is a specific for Cystitis. Unlike the sandal-wood oil of the market, Santal-Midy is superior to Copaiba, Cubebs, or Injections, and causes no inconveniences. Beware of imitations. Each tiny Capsule bears the name **SANTAL MIDY**.

8, RUE VIVIANNE, PARIS.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—
REUCK, American ship, D. Whitmore—Standard Oil Co.

EXCHANGE.

Hongkong, 24th November.	
ON LONDON, Telegraphic Transfer, 1/11 7/16	
Bank Bills on demand, 1/11 1/2	
Credits, 4 months' sight, 2/6	
On Berlin (demand), 1/11 1/2	
On Paris, Bank Bills, on demand, 2/47	
Credits, 4 months' sight, 2/52	
On New York, Bank Bills, on demand, 4/27	
Credits, 30 days' sight, 4/43	
On Bombay, Telegraphic Transfer, 1/11 1/2	
On demand, 1/11 1/2	
On Shanghai, Telegraphic Transfer, 1/11 1/2	
Private, 30 days' sight, 7/11	
On YOKOHAMA, T.T., 1/11 1/2 per cent, 7/11	
Sovereigns, Bank's Buying Rate, 10/24	
Gold Leaf 100 touch, per tael, 27 5/16	
Bar Silver, 27 1/2	
Indians, 27 1/2 per cent, 27 1/2	

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken	Mr. E. A. Leggett
Mrs. John Angus	Mr. L. Levy
Miss B. Baler	Mr. L. L. L. L.
Mr. W. S. Bailey	Mr. A. G. Macmillan
Mr. and Mrs. A. M. Baler	Mr. W. V. Maslovsky
Mr. B. J. Barlow	Madame May & maid
Mr. and Mrs. M. W. Barrett	Mr. J. Y. Mayston
Mr. W. B. Black	Mrs. McCracken
Com. Blackburn, R.N.	Mr. J. McKenzie
Comdr. B. Bleehen	Comdr. T. C. McLean
Mr. R. W. Borthwick	Mr. T. S. Meser
Mr. and Mrs. A. L. Bottenheim	Mr. P. M. Meyer
Mr. B. Brinnell	Mr. W. E. Mousdale
Comdr. J. B. de la Brosse	Mr. J. O. Murphy
Mr. J. W. Brown	Mr. F. J. O'Neill
Mr. G. Brusse	Mr. M. Pando
Mr. A. Bune	Mr. W. Parfitt
Mr. T. F. Burgdorf	Mr. J. C. Perry
Mr. D. M. Carmen	Mr. L. B. Porter
Mr. B. Carter	Mr. A. C. Van Nierop
Mr. Chloford	Mr. Reeves
Dr. and Mrs. F. Clark	Mr. and Mrs. C. E. Richardson
Mr. B. G. Corney	Miss Richardson
Mr. E. Costy	Mr. G. E. Richardson
Miss Cunliffe	Mr. and Mrs. Miss Roberts
Mr. P. C. Dennoche	Mr. R. T. Rolph
Mr. T. Doki	Mrs. Schow
Mr. Irog	Mr. and Mrs. Schurch
Miss Drum	Mr. H. Simmins
Mr. A. H. Ellis	Mr. A. J. Hamilton
Mrs. Evans, child and nurse	Mr. A. Spagnolo
Mrs. Farrell and child	Mr. M. Steger
Mr. Richard Forrest	Mr. Swift
Mr. W. F. Fucker	Mr. and Mrs. J. Symons
Miss M. Geary	Mr. B. Taylor
Mr. and Mrs. K. Gibson	Mr. W. J. Thomas
Capt. Goddard	Miss Twining
Major and Mrs. Griffin	Mr. F. Urbig
Mr. and Mrs. G. S. Grosvenor	Mr. C. S. Vaughan
Mrs. Groves	Mr. H. E. Vueland
Mr. T. Guignard	Mr. G. Waghorn
Mr. Geo. D. Hall	Mr. R. Wallow
Mr. R. J. Hall	Mr. and Mrs. B. T. Walling and child
Miss Hamilton	Miss F. Ward
Mr. T. Howard	Miss W. V. Whitley
Mr. G. Hulsen	Miss Whitley
Mrs. Jackson	Mr. and Mrs. A. W. Whitlow
Major and Mrs. Jeffreys	Mr. and Mrs. Bagnall
Mr. T. C. Johnston	Mr. Wild
Mr. and Mrs. Joseph	Mrs. J. Williamson
Mr. E. A. Kaish	Mrs. and Mr. W. Wolford
Mr. Kinghorn	Mr. J. M. de Zuniga
Mr. J. Kirkwood	
Mr. J. Lamke	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. and Mrs. F. E. All-	Mrs. Geo. Lawless
huson	Mr. J. E. Lee
Mr. John J. Bawman	Mr. C. W. Longuet
Mr. H. F. R. Brayne	Mrs. C. W. Longuet
Mr. P. Bure	Mrs. and Mrs. A. W. Marshall
Capt. Van Corback	Mr. R. Mitchell
Mr. G. H. Dann	Mr. Col. The O'Gorman
Mr. and Mrs. W. H. T. Davis	Madame O'Gorman
Mr. A. L. Denison	Dr. Marx Peters
Mr. P. Dow	Hon. H. E. Pollock
Colonel H. Eldsall	Comdr. R. M. Rumsey
Mr. J. S. Eichel	Mrs. H. E. Sharp
Mrs. A. Fleet	Mr. A. Sinclair
Mr. A. Forbes	Mr. A. Findlay Smith
Mr. Col. A. R. Fraser	Dr. Reich Substant
Mr. H. H. Gompertz	Mr. A. G. Stokes
Colonel E. H. Gorges	Mr. O. D. Thompson
Staff-Surgeon and Mrs. W. E. Home	Mr. G. H. Wheeler
Mrs. Hurp	Mr. A. G. Wood
Major G. R. St. John	

The Share Market.

LATEST QUOTATIONS.
(November 24th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	349 3/4 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	61 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	55 buyers
National Bank of China, Ltd.	£ 1	\$30
China, Ltd., Flders.	£ 1	\$30
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$242 sales
China Traders' Ins. Co., Ltd.	\$ 25	\$59
North China Ins. Co., Ltd.	£ 25	Tls. 200
Yangtze Ins. Assoc. Ltd.	\$ 60	\$121
Canton Ins. Office, Ltd.	\$ 50	\$133
Straits Ins. Co., Ltd.	\$ 20	\$5
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$327 1/2 sales
China Fire Ins. Co., Ltd.	\$ 20	\$87 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$29 1/2 buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$82 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$90
China Mutual S. S. Co., Ltd. (Pref.)	£ 10	\$9.15 buyers
China Mutual S. S. Co., Ltd. (Ord.)	£ 10	\$8.00 buyers
China Mutual S. S. Co., Ltd. (Ord.)	£ 5	\$4.10 buyers
Star Ferry Co., Ltd.	\$ 10	\$2 1/4
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$130
Luzon Sugar Refining Co., Ltd.	\$100	\$47 sales
Mining.		
Punjab Mining Co., Ltd.	\$ 6	\$84
Punjab Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300 buyers
Queen Mines, Ltd.	25 cts.	\$0.45
Jebeba Mining and Trading Co., Ltd.	\$ 5	\$10 1/2
Raub Alvan Gold Mining Co., Ltd.	15s. 10d.	\$62
Olivers Freehold Mines, Ltd.	\$ 5	\$9
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1 sellers
Do. Preference...	\$ 1	\$50 cents sellers
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	\$27 1/2 sales
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$85
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$45 buyers
New Amoy Dock Co., Ltd.	\$ 68 1/2	
Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Co., Ltd.	\$ 10	\$9.50 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$111
Kowloon Land and Building Co., Ltd.	\$ 30	\$8
West Point Building Co., Ltd.	\$ 50	\$29 1/2
Hongkong Hotel Co., Ltd.	\$ 50	\$121
Humphreys' Estate & Finance Co., Ltd.	\$ 10	\$94
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	Tls. 65
Ewo Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mill Co., Ltd.	Tls. 100	Tls. 65
Laow-kung-mong Co., Ltd.	Tls. 100	Tls. 75
Wing Wo Co., Ltd.	Tls. 100	Tls. 75
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 350
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$28
China-Borneo Co., Ltd.	\$ 5	\$10
A. S. Watson & Co., Limited	\$ 10	\$16.35
Hongkong Electric Co., Limited	\$ 10	\$10 1/2
Hongkong Electric Co., Limited	\$ 2	\$2
Hongkong and China Gas Co., Ltd.	£ 10	\$130
Hongkong Rope Manufacturing Co., Ltd.	\$ 8.50	\$192 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$42
H'kong Ice Co., Ltd.	\$ 25	\$125
H'kong High-Level Tramways Co., Ltd.	\$100	\$147 1/2
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1 nominal
United Asbestos Oriental Agency, Ltd.	£ 2	\$2
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Carnichael & Co., Limited	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5 per share
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS.

Share Brokers.

Telegraph Address—"Bialto."

Telephone No. 148.

OPIUM QUOTATIONS.

Hongkong, 24th November.

New Patna	88 1/2 per chest
New Benares	850 per picul
New Malwa	910/200
Old Malwa	815/200
Persian, paper tied	815/200
VESSELS IN PORT.	
Steamers.	
BENGAL, British steamer, 2,751, S. Barcham, 23rd Nov.—Shanghai 21st Nov., Mails and General—P. & O. S. N. Co.	
CHINGTU, British steamer, 1,459, J. Williams, 20th Nov.—Sydney 18th Oct., Brisbane 20th, Townsville 23rd, Cooktown 24th, Thursday Island 28th, Port Darwin 31st, Remo (Celebes) 17th, and Manila 17th, General—Butterfield & Swire.	
CITY OF LONDON, British steamer, 2,056, Scott, 22nd Nov.—Bombay 4th Nov., Ballast—Doddwell & Co.	
DARWIN, German steamer, 1,292, Th. Nissen, 17th Nov.—Kuchinotzu 12th Nov., Coal.—Siemens & Co.	
DEUTEROS, German steamer, 1,001, E. Petersen, 19th Nov.—Saigon 13th Nov., Rice.—Siemens & Co.	
DEVAWONGSE, British steamer, 1,057, Richard Curtis, 20th Nov.—Bangkok 11th Nov., and Koh-si-chang 13th, General—Yuen Fat Hong.	
EQUATORIA, Belgian str., 1,236, W. Williams, 22nd Oct.—Swatow 21st Oct., Ballast—Lauis, Wegener & Co.	
FUTAMI MARU, Japanese steamer, 2,380, J. Thom, 23rd Nov.—Australia via Manila 20th Nov., General—Nippon Yusen Kaisha.	
GALIC, British steamer, 2,691, Wm. Finch, R.N.R., 22nd Nov.—San Francisco 24th Oct., Honolulu 31st, Yokohama 14th Nov., Kobe 15th, Nagasaki 17th, and Shanghai 19th, Mails and General—O. & S. S. Co.	
GLENSHIEL, British steamer, 2,204, J. McGillivray, 20th Nov.—Foolchow 18th Nov., General—McGregor Bros. & Co.	
HAITAN, British steamer, 1,183, J. S. Rouch, 19th Nov.—Foolchow and Amoy 18th Nov., General—Douglas, Lapraik & Co.	
HANOI, French steamer, 739, Pannier, 23rd Nov.—Haiphong and Hoihow 22nd Nov., General—A. R. Marty.	
HINSANG, British steamer, 1,530, Crockett, 21st Nov.—Java 11th Nov., Sugar.—Jardine, Matheson & Co.	
HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshizawa, 22nd Nov.—Bombay and Singapore 3rd Nov., General—Nippon Yusen Kaisha.	
HONZOLLERN, German steamer, 2,036, H. Kirchner, 6th Nov.—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General—Melchers & Co.	
HONGKONG, French steamer, 739, Bastian, 22nd Nov.—Haiphong 20th Nov., and Hoihow 21st, General—A. R. Marty.	
NANCHANG, British steamer, 1,098, E. Findlayson, 23rd Nov.—Canton 22nd Nov., General—Butterfield & Swire.	
PAKSHAN, British steamer, 1,235, J. Jenkins, 20th Nov.—Bangkok 9th Nov., Rice and Mail—Bradley & Co.	
PHIA CHOM KHAO, British steamer, 1,011, J. Fowler, 17th Nov.—Bangkok 7th Nov., and Koh-si-chang 9th, Rice and General.—Yuen Fat Hong.	
PROPOSIT, British str., 1,390, W. Mackay, 20th Nov.—Koh-si-chang 11th Nov., Rice.—Heung Sing Steamship Co.	
ROHILLA, British steamer, 3,501, S. de B. Lockyer, R.N.R., 21st Nov.—Yokohama 14th Nov., General—P. & O. S. N. Co.	
SAMAKAN, German steamer, 1,374, E. Muhle, 18th Nov.—Sankadan 12th Nov.—Timber and General—Melchers & Co.	
SIAM, British steamer, 992, Ferris, 19th Nov.—Bangkok via Koh-si-chang 10th Nov., Rice and General—Bradley & Co.	
SWATOW, German steamer, 630, Jespersen, 21st Nov.—Swatow 20th Nov., Ballast.—Siemens & Co.	
TATEGAMI MARU, Japanese steamer, 1,668, M. Tameo, 23rd Nov.—Moji 18th Nov., Coal.—Mitsui.	
UNDAYUTRA, British steamer, 2,026, S. Elcopale, 9th Nov.—Philadelphia 8th Sept., Kerosine Oil—Order.	
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 23rd Nov.—Manila 20th Nov., Hemp and Sugar.—Jardine, Matheson & Co.	
Sailing Vessels.	
ADOLPH ORRIG, American bark, 1,302, Amshury, 17th Oct.—New York 5th May, Case Oil—Standard Oil Co.	
LOTHARI, Italian bark, 359, C. Lewanger, 1st Oct.—Callao Peru 21st July, Iron—Order.	
MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct.—New York 16th May, Case Oil—Order.	
RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast—Order.	
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil—Standard Oil Co.	
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug.—Ballast—Order.	
ST. MARK, American ship, 1,861, D. W. Dudley, 7th Nov.—Manila 19th Oct., Ballast—Master.	
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.—New York 20th May, Kerosine Oil—Standard Oil Co.	
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 17th Sept., Ballast—Mr. F. W. Hall.	
WEST YON, British bark, 706, N. S. Faister, 9th Nov.—Albong, W.A. 4th July, Sandal Wood—Order.	
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.—New York 7th May, and Rio Janeiro 11th July, Kerosine—Standard Oil Co.	
HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.	
Hongkong, November 24th, 1899.	
Alacrity, dispatch-vessel, 1,725 tons, 10-6 p.d. 3 knots, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.	
Algerine, sloop, 1,070 tons, 6 guns, 1,100 h.p., Comdr. E. J. W. Slade, Hongkong.	
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., Hongkong.	
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, C.B., N. Shanghai.	
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, Shanghai.	
Centurion, 1st class battleship, 16,500 tons, 14 guns, 13,000 h.p., Captain J. R. Jellicoe, Hongkong.	
Daphne, sloop, 1,120 tons, 3 guns, 2,200 h.p., Comdr. C. Winington-Ingram, Shanghai.	
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.	
Esk, coast defence gunboat, 365 tons, 3 guns, 200 h.p., Lieut-Comdr. C. Chadwick, Shanghai.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 4,000 h.p., Lieut-Com. W. J. Keyes, Hongkong.	
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.	
Fondy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.	
Hermione, 2nd class cruiser, 4,360 tons, 9,000 h.p., 18 guns, Capt. R. S. D. Cumming, en route Singapore.	
Humber, storeship, 1,610 tons, 800 h.p., Com. H. J. Davidson, Hongkong.	
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Hongkong.	
Linnets, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Hongkong.	
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.	
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut-Comdr. P. S. St. John, Manila.	
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut-Comdr. J. F. E. Green, Wei-hai-wei.	
Plaver, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut-Comdr. C. V. de M. Cowper, Hongkong.	
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Hongkong.	
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, en route Hongkong.	
Swift, gun-vessel, 736 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Foochow.	
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.	
Taced, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut-Comdr. H. E. Hillman, on the West River.	
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Wei-hai-wei.	
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomburgk, Hongkong.	
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow.	
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut-Comdr. E. Kelly, Hongkong.	
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.	
Woodcock, British gunboat, 2 guns, 360 h.p., Lieut-Comdr. Watson, on the Yangtze.	
Woodruff, British gunboat, 2 guns, 350 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	
Italian.	
Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Cati, Shanghai.	
Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Chefoo.	
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Singapore.	
Piemonte, Italian cruiser, 2,800 tons, 12 guns, Captain Giuliani, en route Singapore.	
Stromboli, Italian cruiser, 4,000 tons, 36 guns, 6,225 h.p., Capt. C. Brugnate, Hongkong.	
Miscellaneous.	
Kaiserin Elizabeth, Austrian cruiser, 4,500 tons, 9,000 h.p., Capt. Julian, Singapore.	
Liberal, Portuguese gunboat, 598 tons, Comdr. Cunha, Hongkong.	
Presidente, Argentine cruiser, 2,850 tons, Capt. Belbeder, Manila.	
FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.	
The Russian Squadron.	
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskoff, at Nagasaki.	
Bobro, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.	
Dimitri, Russian armoured cruiser, 4,500 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.	
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.	
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklaskovsky, at Nagasaki.	
Koreyts, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.	
Mandifur, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovoff, at Nagasaki.	
Navarin, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p., Captain Venish, at Nagasaki.	
Nayadnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarin, at Nagasaki.	
Odvayn, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Nagasaki.	
Panfilov, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Nidermiller, at Nagasaki.	
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Vladivostock.	
Rurik, Russian flag ship, 10,040 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.	